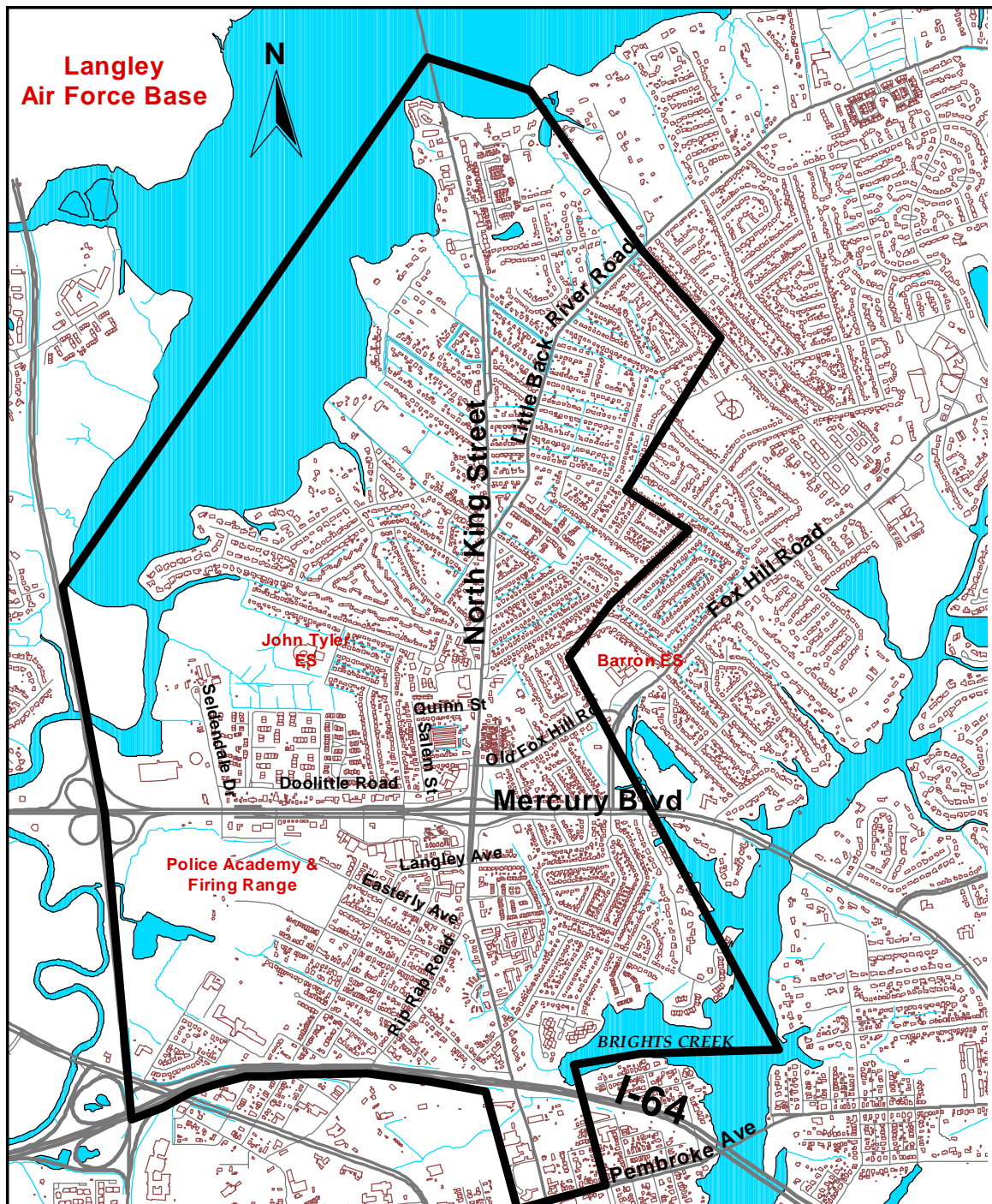


NORTH KING STREET CORRIDOR STUDY

(Adopted January 1996)

In April 1994, community members living along the North King Street corridor, City staff, and a representative from Langley Air Force Base met to discuss community concerns that needed attention and improvement. The adoption of the recommendations contained in the Plan give the North King Street community a focus and direction for future development.



The two highest priorities for the community are the establishment of the North King Street Improvement Council and the development of the urban design treatment. The Council will give the North Street community a united voice and may provide an opportunity to explore resources other than City funds for desired improvements. Below is a summary of the recommendations of the Plan.

Recommendations

The recommendations of the North King Street Corridor Study Steering Committee fall into one of three categories. Each of the following recommendations is coded to delineate who carries the primary responsibility for implementation -- **(H)** denotes the City of Hampton; **(C)** denotes the North King Street community; and **(H/C)** denotes joint responsibility between the City and the community.

Land Use - Residential

- The overall density of residential development on the Corridor (9.2 units per acre) should decrease over time through controlled redevelopment rather than wholesale demolition of high-density projects. No request for an increase in density on any property currently zoned for residential development should be supported. **(H)**
- On environmentally sensitive properties, a mix of single and multi-family units may be appropriate and environmentally sound as long as the density is not higher than that allowed by the existing zoning. **(H)**
 - Development should not exceed that density that could be obtained under single family development if there were no Chesapeake Bay or nontidal wetlands regulations.
 - Recreational amenities should be included in the overall development plan.
 - Units should meet the square footage requirements of the single family zoning district.
 - Exteriors should conform to, or be of a higher standard than, the existing surrounding development.
 - Landscaped buffers should be provided between different unit types either within the development or in adjacent developments.
- All properties currently zoned R-M (multi-family) should be rezoned to their current use and density. Every effort should be made to obtain proffers to eliminate the possibility of future density increases. **(H)**
- Deteriorating multi-family, mobile home and single family developments should be upgraded or redeveloped. **(H/C)**
 - Deterioration should be measured in terms of safety first, aesthetics second.
 - Financial incentives should be made available to property owners for improvements, based on financial need.

- Neighborhood associations should encourage neighborhood beautification efforts.
- Preservation district overlays are an option that individual neighborhoods may want to pursue.
- New development and redevelopment in residential areas should reflect the current development standards. Continued construction on very small/substandard lots should be discouraged. In addition, new development and redevelopment should be of a higher quality than the existing development. **(H/C)**
 - Pedestrian access
 - Brick or other high quality materials for building exteriors
 - Insulation and energy efficient materials
 - Environmentally sensitive and recyclable materials
 - Accessibility for individuals with special needs
 - Safety, with respect to exits
 - Adequate fire protection
 - Locations near schools
- While the City can mandate some of these, there is also a need to develop an incentive package for builders. The Virginia Building Code should also be strengthened with respect to workmanship and quality of inspections.
 - The City should initiate ongoing, strict enforcement of the property maintenance codes to ensure that all housing in the study area is properly maintained. **(H)**
 - Target the North King Street Corridor for increased enforcement of property maintenance codes.
 - Provide educational information to neighborhood groups regarding the property maintenance codes, so that they can assist in reporting violations.
 - Cross train building and zoning inspectors to broaden their coverage of the city without increasing manpower.
 - The Committee supports efforts to obtain buffers between incompatible uses in residential areas. Natural buffers (plant materials) are preferred, however, solid fencing is acceptable when plant material is not feasible. **(H)**
 - City Council should encourage property owners to disclose any substandard conditions within units prior to any change in tenant or any sale of property. The tenant or prospective owner can then make an informed decision regarding residency. **(H/C)**
 - The east side of North King Street between Interstate 64 and Langley Air Force Base should be reserved for continued residential development, except in those areas already zoned or developed commercially. **(H/C)**

- Pembroke Avenue to Interstate 64
 - The existing industrial uses are necessary to the economic health of Hampton, however, they are viewed as inappropriate in this area. The commercial mixed-use designation given to Downtown Hampton should be extended in this area.
- Interstate 64 to Langley Air Force Base (east side)
 - Except for those properties that are currently zoned or developed commercial, the most appropriate land use designation for this area is residential.
- Interstate 64 to Langley Air Force Base (west side)
 - There are concerns that while the majority of the frontage can handle moderate intensity commercial uses, some sections of the corridor should be reserved for the least intensive commercial uses. The overall approach to continued commercial development should recognize that any commercial uses should contribute to the character of the area and the surrounding neighborhoods, should be small-scale, and generate relatively low traffic.
 - The following commercial uses are considered appropriate in the areas between Langley Avenue and Doolittle Road, and from Quinn Street to Langley Air Force Base:

animal/veterinary hospital*
 antique shop*
 appliance sales and repair
 art shop
 auto parts and service
 bakery (retail service only)
 banks, savings and loan and/or
 building and loan
 barber shop
 beauty parlor
 bicycle sales and repair
 business and private school
 butcher shop
 car wash
 catering shop
 child care center
 church
 clothing store

 convenience store
 custom dressmaking and millinery
 shop
 dairy shop
 delicatessen

garden supply shop
 gasoline station
 grocery store/supermarket
 hardware store
 ice cream shop
 interior decorating shop
 jewelry store
 laundry
 lawn mower sales and repair
 library
 loan office
 lunch room or café, without dancing
 or live entertainment
 marine sales*
 medical clinic
 office building
 office supply and copying shop
 orphanage and school, public and
 private
 park, playground, community center
 pet shop

 photography studio
 pool hall

dental clinic
 department store
 drapery shop
 drive-in restaurant
 drug store
 dry goods, notion or variety
 drycleaner
 equipment rental
 fitness center
 florist shop
 fruit and vegetable shop
 funeral home
 furniture store

print shop
 recording studio
 restaurant or dining hall, without a
 public dance hall permit
 retail on a small scale
 shoe repair
 sign shop*
 tailor shop
 telegraph office
 theater
 tire sales
 travel agent
 trophy shop
 US Post Office
 upholstery shop

*within an enclosed building

- The frontage between Interstate 64 and Langley Avenue, and between Doolittle Road and Quinn Street cannot support all of the above commercial uses without significantly infringing upon the surrounding residential development. Therefore, in these two areas, the Committee recommends that all permitted uses are conducted inside a building and the following commercial uses are deleted from the above list.

auto parts and service
 bar
 banks, savings and loan and/or
 building and loan
 business and private school
 car wash
 child care center
 church
 community center
 convenience store
 department store
 drive-in restaurant

fitness center
 furniture store
 gasoline station
 grocery store/supermarket
 marine sales
 orphanage and school, public and
 private
 pool hall
 recording studio
 restaurant or dining hall, without a
 public dance hall permit
 theater

- The uses proposed in the plan do not neatly fit into any one of the City's existing zoning categories, therefore, new districts should be developed for the North King Street frontage. Any new district should also incorporate the appropriate design elements identified in the Urban Design subsection.
- In an effort to recognize the contributions development along the corridor has made to Hampton's history, markers should be placed in the following locations:

North King Street
Site of 'Wintersville' Plantation
Site of Twine's House
Site of 'Bridge / Over the Dyke'
Elmerton Cemetery
Seldendale
Pastures
Old Northampton

Transportation

- Widen Little Back River Road to 4 lanes from North King Street to Gosnold's Hope Park. **(H)**
- Improve the intersection of North King Street and Little Back River Road to allow 2 eastbound lanes, dual left turn lanes onto southbound North King Street, and 2 right turn lanes onto northbound North King Street. North King Street should be improved to allow 4 through lanes with dual left turn lanes onto eastbound Little Back River Road. To the extent feasible, consideration should be given to modifying the intersection to achieve a more traditional "T" alignment rather than the 6-way intersection that currently exists. **(H)**
- Retain new third lane on Mercury Boulevard westbound at North King Street. **(H)**
- Close the left turn lane access from Mercury Boulevard to Salem Street to eliminate cut through traffic. Move the left turn west to the existing traffic light. **(H)**
- A center turn lane should be installed on North King Street north of Little Back River Road. **(H)**
- North King Street, south of Little Back River Road, should be improved to 4 lanes with a median. **(H)**
- A left turn access should be incorporated into the westbound portion of the Mercury Boulevard/Seldendale Drive intersection. **(H)**
- The existing Interstate 64 off-ramp at Rip Rap Road should be replaced with an off-ramp at North King Street traveling east. On-ramps for east and westbound traffic should also be incorporated, so long as all ramps are located on the south side of the interstate. **(H)**
- Provide bike lanes on North King Street, Little Back River and Rip Rap Roads. **(H)**
- Homes in new residential developments should not have direct access to arterial streets. **(H)**

- Sound barriers should be installed wherever interstates abut residential areas. **(H)**
- Groups of residents and businesses should be formed in areas experiencing cut-through traffic to develop solutions acceptable to all parties involved. Eliminate heavy truck traffic through residential areas. The residential street connections to North King Street in the area of the two service roads north and south of Little Back River Road should be eliminated. **(H/C)**
- The need for protected left turns at North King Street and Old Fox Hill Road (east and west) and North King Street and Mercury Boulevard (east and west) should be evaluated on an annual basis. **(H)**
- Additional PENTRAN services should be provided on North King Street to Langley Air Force Base. Bus shelters should be installed at Langley Village, Mercury Townhouses, and along Salem Street. **(H/C)**
- All streets in the North King Street Corridor study area should be resurfaced or rebuilt at such time when they no longer function appropriately. **(H)**
- The service roads at the intersection of North King Street and Mercury Boulevard should be evaluated for their usefulness. Unnecessary service roads should be eliminated and substandard service roads should be improved. **(H)**
- All infrastructure improvements should be coordinated so that inconvenience is minimized and costs are reduced. **(H)**
- Problem intersections should be improved. **(H)**

Urban Design

- Create a strong positive identity supported by the abundant history and unique character of North King Street. **(H/C)**
 - Preserve the area's history.
 - Create additional public green space along the North King Street frontage.
 - Promote the corridor's identity through special events.
 - Pursue resources to enhance existing and historic landmarks (e.g., cemeteries, Gatehouse, Smitty's).
 - Develop Tyler and Barron playgrounds as neighborhood parks.
 - Support the 2010 Comprehensive Plan recommendations regarding open space along the Corridor.
- Unify the streetscape to create a sense of order, continuity, and theme/character. **(H/C)**
 - Create two distinct districts, both north and south of Interstate 64.

- Unify the streetscape (e.g., period fixtures, banners, street furniture, distinctive paving, and building spacing).
- Beautify entries into the corridor.
- Enhance the views of water and wetlands.
- Recognize and support a North King Street Improvement Council, comprised of residents and businesses to develop an implementation schedule for this plan and seek funding from a variety of sources.
- Establish tree-lined streets (a more formal landscape treatment is preferred).
- Eliminate visual clutter. **(H/C)**
 - Enhance existing structures.
 - Standardize signage and use of color.
 - Eliminate blighting influences, such as utility lines and vacant structures.
 - Screen unattractive uses.
 - Require inwardly directed lighting.
- Enhance residential/business blend. **(H/C)**
 - Increase partnerships between organizations.
 - Create edge treatments between residential and commercial uses.
 - Support business growth.
 - Preserve the quality of life.
- Create a safe environment. **(H/C)**
 - Establish a continuous pedestrian and bike path from Downtown to Langley AFB.
 - Improve lighting along the corridor.
 - Create pedestrian friendly gathering places.
 - Replace deteriorating sidewalks off the corridor.
 - Expand the areas with sidewalks.

Environment

- Improve enforcement of existing environmental regulations. Improve coordination between agencies charged with enforcement. Discourage any relaxation of environmental protection regulations. Support stiff penalties for violations. Require existing businesses to comply with applicable environmental regulations. **(H)**
- Develop standards for public infrastructure, and a schedule to bring infrastructure within the corridor boundaries up to the standards if it is not currently at standards; encourage Virginia Power, Virginia Natural Gas, Hampton Roads Sanitation District Commission, and Newport News Waterworks to do the same. **(H)**
- Improve maintenance of open drainage system within corridor boundaries. Where possible, evaluate the feasibility to conversion to a piped system. Feasibility studies

should include opportunities for regional detention basins, safety considerations surrounding open drainage, and opportunities for improved pest control. **(H)**

- Expand city recycling program to commercial and multi-family properties. **(H)**
- Encourage the use of alternative fuels for vehicles and buildings. Provide incentives for increased mass transit ridership and carpooling. **(H/C)**
- Encourage organizations to “adopt” wetlands for regular maintenance. **(C)**
- Require best management practices on environmentally sensitive lands. Encourage mitigation in those instances where wetlands are disturbed in order to increase developable acreage. **(H)**
- Coordinate with Langley AFB to examine possibilities to reduce noise impacts from their flight paths, and provide public information on aircraft noise impacts. **(H)**
- Provide informational forums on the topics of emergency response plans, hazardous materials emergencies, evacuations, and indoor pollution. **(H)**
- Encourage neighborhood cleanups, and provide assistance with crews and equipment when necessary. **(H/C)**
- Consider regulating private residential underground tanks to prevent groundwater pollution and soil contamination. **(H)**
- Monitor soil and groundwater at the former Easterly Avenue landfill to protect adjacent neighborhood and commercial areas from potentially hazardous conditions. **(H)**
- Protect groundwater and surface water quality through best management practices and waterway cleanups. **(H/C)**

Safety

- Increase police visibility on the Corridor to improve the enforcement of all existing laws, with emphasis on drugs, weapons, trespassing, gang violence, hate crime, public drunkenness, abandoned vehicles, and adult and teen delinquency. **(H)**
 - Officers should do their paperwork in commercial parking lots in problem areas to establish a strong police presence.
 - The Committee supports departmental budget requests for additional public safety employees.
 - The Committee supports Police Division’s plan to develop smaller patrol areas.

- The response time for life-threatening and “in-progress” reports should be no more than 4 minutes in all neighborhoods.
- There should be an increased focus on the multi-family housing complexes in the Corridor.
- Problem areas in the Corridor should be targeted with mobile police stations until the problem, i.e. larceny, is significantly reduced.
- The City should investigate and evaluate the feasibility of improvements to the Police Firing Range to significantly minimize the noise impact in the surrounding neighborhoods, i.e. noise cancellation devises, baffling, etc. **(H)**
 - The City should keep the neighborhood apprised, as much as feasible, regarding the scheduled use of the range.
 - If no improvements can be made to the Firing Range to minimize the noise impacts, the City should investigate alternative locations, including the joint use of the range under construction at Fort Eustis.
- The City, in conjunction with Virginia Power, should assess the lighting levels in the study area. Should deficiencies be found, the City should work with the residents and/or businesses in that area to determine appropriate lighting levels and the means to achieve such. **(H)**
 - Lighting should be installed under the overpass at North King Street and Interstate 64, and the overpass at North King Street and Mercury Boulevard.
 - Any lighting improvements should be coordinated with other planned improvements to minimize neighborhood and traffic disruption.
- The Committee recommends that the use of partnerships be expanded throughout the Corridor. **(H/C)**
 - Neighborhood and business organizations should work together with other agencies to improve the safety of their areas, realizing that neither can be successful independently. Ideas for such partnerships and community awareness programs include: Neighborhood and Business Watch, Kid Watch, Rape Prevention, Fire Prevention, Bicycle Safety, Operation ID, DARE, Child Abuse Prevention, Youth As Resources, Police/School Liaison, Neighborhoods in Partnership with Police, Drunk Driving Prevention, Victim Assistance, Adopt a Block, Crime Prevention Through Improved Management, Citizens on Patrol, etc.
 - The Police Division should continue to encourage the “Workers on Watch” program.
 - The Police Division should continue to work with state and federal agencies to coordinate increased enforcement efforts.
 - Improve two-way communication between the Police Division and the neighborhoods regarding crime statistics.
- Concentrated efforts are needed in the areas of drug and weapons control. **(H/C)**

- Neighborhood and business associations along the Corridor should participate in the petitioning of legislative and judicial bodies to enact and enforce stricter weapons controls and eliminate the perceived “revolving door” of court system.
- The City and School system should establish drug-free and weapon-free school zones and parks, with appropriate signage.
- Apartment managers should coordinate efforts to enforce drug-free lease clauses.
- The Committee endorses the “Safe Schools” plan currently implemented in Hampton schools.
- Drug sweeps should be increased and should be continuous, as well as increased emphasis placed on closing down crack and shot houses.
- The community should encourage the conversion of public telephones in the Corridor to call-out only, in an effort to minimize their use in drug trafficking and loitering.
- The community should request that *The Daily Press* become more involved in the publishing of news articles around drug trafficking and convictions as a possible deterrent.
- The Police Department should take a strong approach to address speeding in residential areas.

Youth and Family

- Expand employment opportunities for youth in the corridor. (C)
 - There is a need for more work-study options for students, especially those not college-bound.
 - Apprenticeships with local businesses should be explored.
 - Supervised playgrounds may provide employment opportunities for teens.
- Young people need a place of their own. (H/C)
 - Explore the possibilities of a block party for teens.
 - Provide opportunities for youth input into the development of the Y.H. Thomas Community Center.
 - Improve the outreach for the Teen Nights Program, using radio and television public service announcements.
 - Improve the outreach for activities at the Old Hampton Community Center.
 - Form a Youth Council that could participate on the North King Street Improvement Council.
 - Pursue affordable youth entertainment opportunities in Downtown.
- Work with Alternatives, Inc. to develop a counseling approach that deals with teens as adults. (H/C)
 - Provide open feedback on opportunities.

- Provide programs in conflict resolution and anger management.
 - Provide parenting classes for teens.
 - Educational programs, developed for young men and women, should be aimed at prevention, as well as avoidance, of violence, harassment, and abuse.
 - Problems should be identified early on, and intervention should involve the entire family.
- Additional community functions for families are necessary to present positive reinforcement of family activities. **(C)**
 - Parents should be actively encouraged to participate in the educational process, with an emphasis on reading and literacy.
- Create a community center that provides a range of activities for all components of the community - families, elderly, youth, disabled, etc. **(H/C)**
 - Provide an outreach station of the Healthy Family Project, to include:
 - family mentoring
 - community health services
 - prevention services for at-risk families and individuals
 - crisis intervention services
 - child development
 - educational opportunities (GED, vocational training, etc.)
 - self-sufficiency
 - single parenthood.
 - Provide recreational, social and cultural programming.
 - Provide lifelong educational opportunities.
 - Provide access to information regarding available public services.
 - Provide for organized sports and supervised play areas.
 - Provide child care opportunities.
 - Provide programming in summer months to augment school.
 - Provide outreach and enrichment services.
- Assess the need for additional homeless shelters and continue to support the existing facilities as needed. **(H/C)**
- Increase efforts toward neighborhood revitalization and home ownership opportunities. **(H/C)**
- Improve public transportation to ensure that people have access to services offered. **(H/C)**